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REPORT

CD NO.

50X1-HUM

COUNTRY USSR  
 SUBJECT Economic; Technological - Railroad operations  
 Transportation - Rail  
 HOW PUBLISHED Daily newspapers  
 WHERE PUBLISHED USSR  
 DATE PUBLISHED 19 May - 24 Jun 1953  
 LANGUAGE Russian

DATE OF INFORMATION 1953

DATE DIST. / 8 Aug 1953

NO. OF PAGES 3

SUPPLEMENT TO  
 REPORT NO.

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USSR CONSOLIDATES SOME RAILROAD SYSTEMS;  
CRITICIZE HIGH TURNAROUND TIME OF CARS

REPORT CONSOLIDATION OF SYSTEMS -- Moscow, Gudok, 24 Jun 53

Railroad workers of the Baltic System have pledged to exceed the 7-month loading and unloading plan, to increase freight car turnaround time and to speed up freight transportation.

Some railroads were consolidated at the time the summer traffic schedules were introduced in May. This consolidation has improved railroad operations, has made it possible to exceed the freight-hauling plan, and has eliminated fraudulent operations at junctions.

On 20 May 1953, the Baltic System, after operating on the summer schedule, became one of the progressive railroads in the network. Its indexes are considerably higher than those of the Baltic area railroads before the merger.

In the past, the Baltic area rarely had any heavy train formations; now, however, the trains operate with increased loads, not only on individual runs but on entire lines. For example, the Riga-Polotsk line operates in this fashion. The Kaunas-Minsk line also handles heavy freight traffic.

During the past 15 days, the Baltic System ran 1,114 heavy trains, which hauled about 300,000 tons of freight above the plan.

It appears that the Latvian, Lithuanian, and Estonian Railroad Systems have been consolidated into one, namely, the Baltic Railroad System.

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**COMPLETION OF NEW FREIGHT TRAFFIC SCHEDULES -- Moscow, Gudok, 23 May 53**

On 23 May 1953, the following railroad systems fulfilled the new freight traffic schedules, which became effective on 20 May 1953: Moscow Inner Belt, Baltic, Kalinin, Southwest, Moscow-Kiev, Southern, L'vov, Southeastern, Kazan', Transcaucasus, Ashkhabad, Moscow-Ryazan', October, Belorussian, Northern, Karaganda, Moscow-Kursk-Donbass, Odessa-Kishenev, Donets, Stalin, Pechora, Gor'kiy, Ordzhonikidze, Sverdlovsk, Omsk, Tashkent, and Orenburg.

The Krasnoyarsk, Amur, Transbaykal, South Ural, and Volga area systems did not fulfill the new freight traffic schedules.

It appears that the Moscow-Kursk-Donbass System is a consolidation of the Moscow-Kursk and Moscow-Donbass systems, that the Odessa-Kishenev System is a consolidation of the Odessa and Kishenev systems, that the Donets System is a consolidation of the North Donets and South Donets systems, and that the Baltic System is a consolidation of the Latvian, Lithuanian, and Estonian systems.

**ALL-METAL COACHES ON RIGA-MOSCOW RUN -- Riga, Sovetskaya Latvija, 19 May 53**

On 17 May 1953, the No 14 express train made the first Riga-Moscow run. The train is equipped with modern all-metal coaches built by the Leningrad and Kalinin Railroad-Car Building plants.

**LENINGRAD-PAVLOVSK LINE ELECTRIFIED -- Moscow, Gudok, 19 May 53**

The newly electrified railroad line from Leningrad to Pavlovsk began operation on 17 May 1953.

**BUILD AGRYZ-PRONINO-SURGUT RAILROAD LINE -- Moscow, Gudok, 22 May 53**

The Agryz-Pronino-Surgut railroad line, which is being put in operation, will serve the Soviet Tartar oil regions and the industrial and agricultural regions of Bugul'minskaya, Kuybyshevskaya, and other oblasts.

The Platov track-laying machine, used in the construction of this railroad, lays 12.5-meter sections of track. As each section is connected with the previous one, the track layer crosses the junction, moving forward on the laid rails. A powerful crane hoists the sections from the pile. Behind the crane moves a self-propelled flat car, on which is laid the succeeding pile, consisting of ten sections. The machine transfers to the track layer by rollers at one time 125 meters of rail with cross ties spiked to them. All of these sections were prepared beforehand at the assembly base.

**COMPLETION OF BARNAUL-KALUNDA LINE -- Moscow, Pravda, 26 May 53**

On 25 May 1953, the running of the first train from Barnaul to Kalunda marked the completion of the construction of the Barnaul-Kalunda line of the projected South-Siberia System. A meeting of railroad workers celebrating this event was held at Rebrikha Station, which has not yet appeared on the map.

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BOTTLENECK IN THE TURNAROUND TIME OF CARS -- Tallin, Sovetskaya Estoniya,  
20 May 53

The Vazalemma Station does not provide the required number of freight cars for the Vazalemma Line Plant. As a rule, empty cars do not arrive at the plant before the 15th or the 20th of the month. This causes an oversupply of finished products, additional transshipments, and thwarting of plant operations. As a result of inopportune shipments of raw materials, the Kvarts and Silikat plants were forced to cease operating.

Also, there are cases where the cars are uncoupled about 300-400 meters from the plant and stand idle from 12 to 16 hours at a time. To fulfill the loading plan, the workers must push the cars by hand to the loading platform.

The plant has facilities for loading only two cars at a time, and the daily plan requires the loading of four or five cars. The delivery of cars twice a day would decrease considerably the turnaround time for cars and make it possible to fulfill the plan.

OPERATIONS THWARTED BY DELAYS IN UNLOADING -- Moscow, Izvestiya, 23 May 53

As a result of criminal negligence of some Moldavian local soviets, thousands of tons of goods are standing in goods stations for months at a time, waiting to be unloaded. Enterprises suffer considerable losses from goods damaged because of delays and pay large demurrages to the railroads for delays in unloading. In 1952, the Tiraspol canning plants Imeri Pervoye May and Imeri Mikoyan paid 52,000 rubles in demurrage for delayed railroad cargo. At the Izmail Station, two tanks destined for the No 2 Brick Plant were delayed for 40 days, for which the railroad demanded a demurrage of 74,000 rubles. Thirteen tanks destined for the Shevchenko Brick Plant were delayed at the Dzinilor Station for 2,622 car-hours and incurred demurrages of 24,000 rubles. Other stations have been holding 140 carloads of fertilizer, 35 carloads of salt, and 30 carloads of lime since 1952.

The railroads lease platforms for unloading goods and for the temporary storage of goods. Many customers use these platforms as warehouses for a long time. The Visternicheny Station platform, which was leased to the Kishenev Cement Plant, has stored 120 carloads of stone for a long time. The inopportune haulage of these goods from the platform seriously thwarts the operations of the station. Because of the lack of warehouses and platforms, the railroad cars remain loaded for long periods.

The leaders of local Soviet executive committees should correct this situation.

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